Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AAL-100-OE

Issued Date: 04/11/2006

Reuben Loewen
Alaska Energy Authority
813 W. Northern Lights Blvd
Alexandria, AK 99517

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	East MET Tower
Location:	Unalaska, AK
Latitude:	53-51-29.9 N NAD 83
Longitude:	166-33-0.81 W
Heights:	100 feet above ground level (AGL) 488 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 AC 70/7460-1K.

This determination expires on 10/11/2007 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 11, 2006. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave,

Washington, D.C. 20591.

This determination becomes final on May 21, 2006 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (202)267-9219. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AAL-100-OE.

Signature Control No: 459524-452647 (DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information

AERONAUTICAL STUDY NO. 2006-AAL-100-OE

Abbreviations
AGL - above ground level MSL - mean sea level RWY - runway
VFR - visual flight rules IFR - instrument flight rules
Part 77 - 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION
The proposed 100 AGL (488 MSL) meterological (MET) structure would be located on the western slope of rising terrain, between Pyramid Peak (2,200 MSL) and Captains Bay, about 2,600 feet east of Obernoi Point and about 13,800 feet south-southeast of the RWY 30 threshold at Dutch Harbor (DUT) Airport, Alaska. The DUT RWY 30 threshold elevation is 13 MSL.

2. OBSTRUCTION STANDARDS EXCEEDED
The proposed antenna structure is identified as an obstruction under the standards of Part 77, as follows: Section 77.25(b) The surface of a takeoff and landing area of an airport or any imaginary surface established to protect the VFR maneuvering area for Category A and Category B aircraft under 77.23, 77.25, or 77.29. The structure would exceed the DUT RWY 30 conical surface by 136 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS
a. The impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules (VFR) follows:

Adverse Impact-The proposed antenna would exceed the DUT RWY 30 Part 77 conical surface by 136 feet.

b. The impact on arrival, departure, and en route procedures for aircraft operating under instrument flight rules (IFR) follows: None.

c. The impact on all-existing public-use airports and aeronautical facilities follows: None.

d. The impact on all planned public-use airports and aeronautical facilities follow: None.

e. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED
The proposal was not circulated for public comment based upon the results of an internal aeronautical study.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION
It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION
The proposed MET structure would exceed DUT RWY 30 Part 77 conical surface by 136 feet, however, the terrain also exceeds the conical surface.

7. CONDITIONS

The MET structure shall be marked as requested by the proponent with paint and reflective spinners on the guyed wires.

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